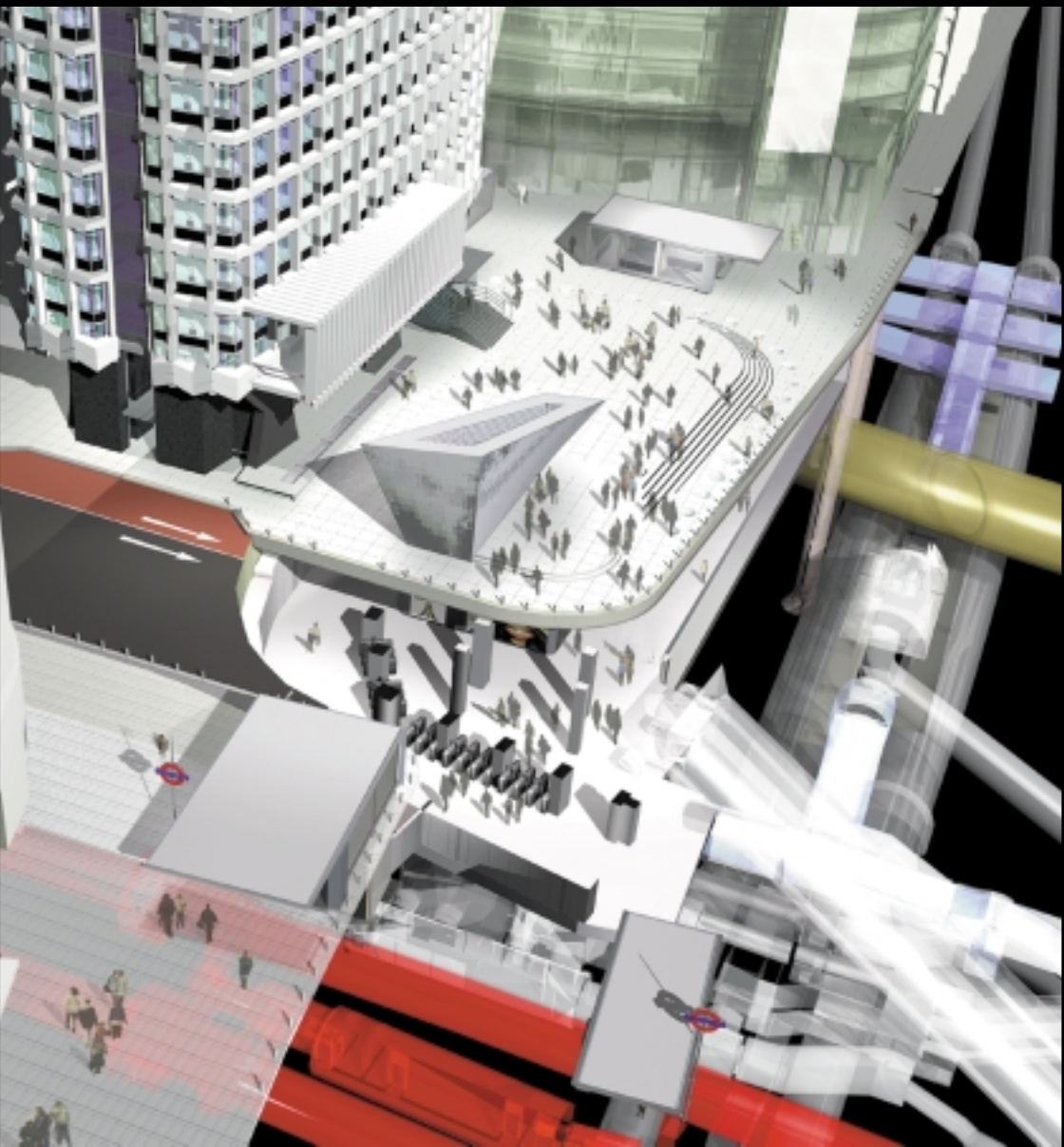
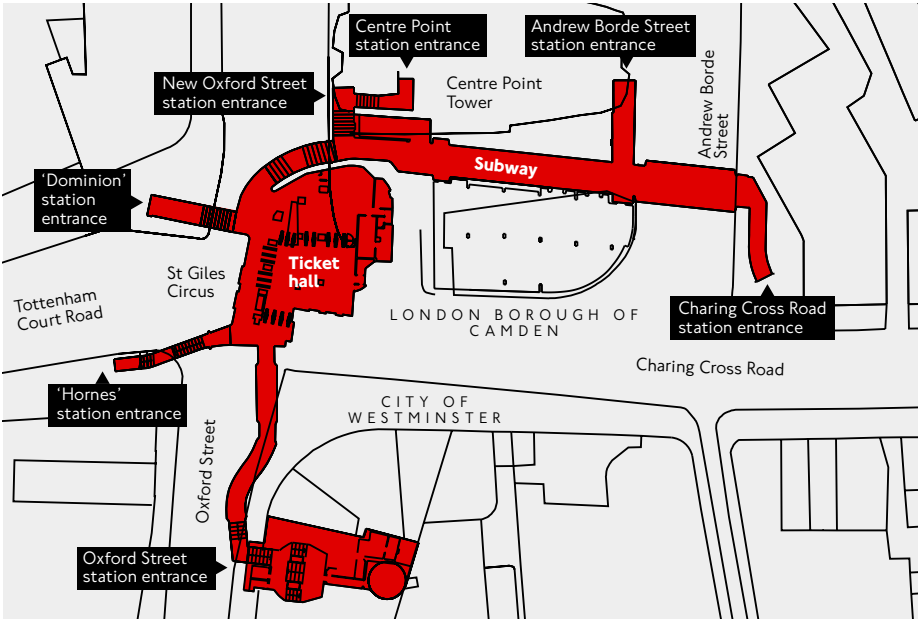
UNDERGROUND

Tottenham Court Road station upgrade

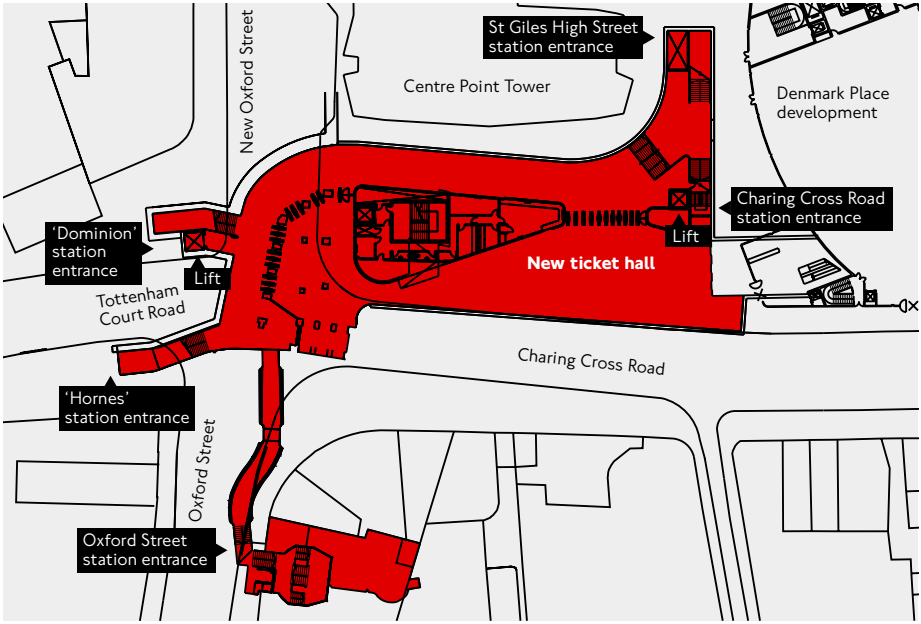
part of the Northern line modernisation project



Plan of existing Tottenham Court Road station



Plan of upgraded Tottenham Court Road station



Introduction

Tottenham Court Road is one of London's busiest Underground stations with approximately 100,000 customers a day. The existing station is heavily congested and in need of modernisation. There are particular problems which need to be urgently addressed:

- **Congestion.** The ticket hall, lower concourses and platforms all suffer from crowding.
- **Public access.** Links between street and platform levels need to be improved, to reduce walking distances and speed up circulation within the station. The station also has no step-free access for mobility impaired customers.
- **Emergency access and means of escape.** Access to the station for the emergency services needs to be modernised to improve safety. Staff accommodation and the station control room also need to be upgraded to make them more efficient.

Upgrading the station

London Underground is putting forward proposals to resolve these problems by:

- **Enlarging the ticket hall.**
- **Installing new lifts and escalators.**
- **Constructing additional links to platforms.**
- **Implementing new measures for emergency access and escape.**
- **Modernising staff accommodation and the station control room.**

Improving the environment

Tottenham Court Road station is located at St Giles Circus in the heart of London's West End, and at the centre of a major retail, office and entertainment district. The station upgrade would be linked to improvements to the local environment, which would create a new public open space and make the area more attractive and safer for pedestrians.

The proposed station upgrade

The proposed upgrade of Tottenham Court Road station is part of London Underground's £1billion investment in the Northern line. This is aimed at providing an enhanced service for customers through the provision of new trains, modernised stations and other infrastructure works. At Tottenham Court Road station the following improvements would be carried out:

- The existing ticket hall would be enlarged to over three times its current capacity, by extending it southwards beneath the plaza in front of Centre Point and Andrew Borde Street, and incorporating the existing subway.
- Ceiling heights would be raised to give a feeling of space, and glazed roof lights would let in natural light from the plaza above. The layout of the ticket hall would be reorganised to give improved access for Northern and Central line customers. There would also be additional ticket gates and automatic ticket machines.

Computer generated image of new ticket hall showing station control room and new Northern line escalators.

- A bank of three new escalators would give direct access to the Northern line from the new ticket hall. The existing escalators will be retained and refurbished to provide a route with significantly reduced congestion for Central line customers.

- New lifts to serve the Northern and Central lines would be installed to provide step-free access for mobility impaired customers, between street level, ticket hall and trains. Step-free access between platform and train could be achieved by gently ramping the platform to make it level with the train floor.

- New links to Northern and Central line platforms would be implemented by extending the existing overbridges to provide access at either end of each platform. This double-ending of platforms would ease platform congestion and aid emergency evacuation.

- All station entrances would be refurbished to complement the ticket hall upgrade and provide a unified presence at street level. There would be five entrances to the station, and each entrance would have a protective glazed canopy over the stairway.

- There would be two new station entrances on the plaza in front of Centre Point, one close to St Giles High Street, the other at the top of Charing Cross Road. The existing entrances to Centre Point and New Oxford Street would be closed.

- The 'Hornes' entrance at the junction of Oxford Street and Tottenham Court Road would be widened to provide improved access to the station.

- Safety measures to improve emergency access would include the construction of a new firefighting and evacuation staircase within a sculptural form on the plaza in front of Centre Point, together with a fire-proof lift for evacuating mobility impaired customers. The upgraded station would also have a new fire alarm system.

- New staff accommodation and modernised equipment would facilitate more efficient station operations. Enhanced closed circuit television monitoring of customer movements would improve security within the station.

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Construction

- The upgrade of Tottenham Court Road station is being designed to minimise its impact on station operations. The construction works would be programmed with the objective that station and train services remain operational at all times, and that customer facilities are retained. Within the station, the wall mosaics by Eduardo Paolozzi would be preserved.

- A temporary construction site would be needed to carry out the works. London Underground is proposing to locate this worksite on the plaza in front of Centre Point, which would require the closure of Andrew Borde Street. Construction would be carried out in several phases, and is scheduled to take approximately four years.

- London Underground would agree a Code of Construction Practice with the London Borough of Camden and City of Westminster, to regulate its contractors and ensure that minimum disturbance is caused to local residents and businesses.

Computer generated image of 'Dominion' and 'Hornes' corner station entrances at night.

- London Underground has produced a full Environmental Statement on the impact of its upgrade proposals, and would seek to mitigate the environmental impacts of construction, wherever possible. The construction sites would be surrounded by hoardings to reduce noise and dust. It is likely that excavated spoil would be removed from the site by lorry and taken to the railhead at King's Cross for transport to landfill sites.

- Future construction of new lines such as CrossRail and the Chelsea-Hackney line, would not be precluded, and are addressed by the upgrade works; which are aimed at resolving the immediate problems of congestion and access to Tottenham Court Road station.

Impact on buses

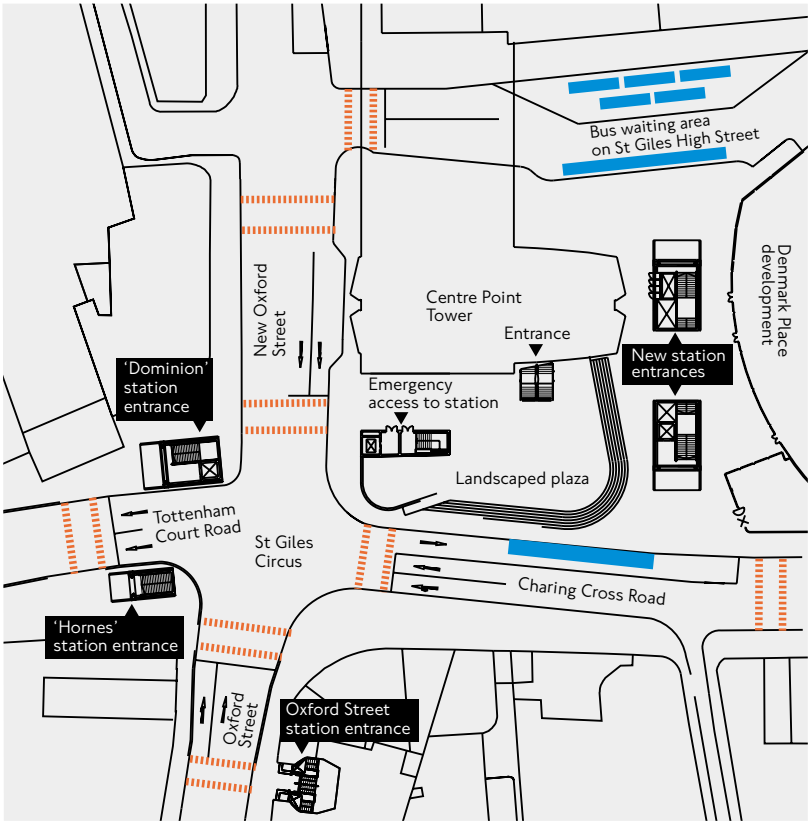
An upgraded Tottenham Court Road station would provide enhanced interchange between Underground and bus services, and the following measures have been agreed with London Transport Buses:

- The bus waiting area behind Centre Point would be realigned on St Giles High Street, because of the closure of Andrew Borde Street to traffic.
- Buses would be re-routed to enter the bus waiting area from St Giles High Street, and a number of bus stops would be relocated.
- Buses bound for Oxford Street which currently turn right off Charing Cross Road into Andrew Borde Street, would be able to turn left into Oxford Street at the top of Charing Cross Road. This would have the benefit of reducing journey times, but to enable buses to make this turn, it would be necessary to slightly realign and widen the pavement at the junction of Charing Cross Road and Oxford Street.

Plan of new Centre Point plaza and bus waiting area.

Bus stands or stops

Pedestrian crossings



Environmental improvements

Independent of London Underground's proposals for Tottenham Court Road station, there are also plans by local property owners to improve the area, these include:

- Creation of a new entrance to Centre Point Tower, and relocation of the service area from the front to the rear of the building.
- Redevelopment of the Denmark Place site adjacent to the station.

Once London Underground had finished with the main worksite, there would be the opportunity to implement long-standing proposals to create a new public open space around Centre Point Tower. A scheme has been developed in consultation with Camden Council and local property owners to:

- Redesign the area in front of Centre Point to create an attractive new public plaza, with granite paving and steps, and two new station entrances.
- Create a pedestrian-friendly link from the plaza through to Seven Dials and Covent Garden.
- Improve pedestrian safety around St Giles Circus through more convenient road crossing points, and additional pedestrian crossings.

These environmental improvements, together with the Tottenham Court Road station upgrade, would aid regeneration and enhance the local environment around St Giles Circus.

Computer generated image of the new Centre Point plaza.

The benefits

London Underground believes its scheme for upgrading Tottenham Court Road station has substantial benefits which would improve services to customers, and enhance the local environment. These benefits can be summarised as follows:

To ease congestion and improve access:

- **The ticket hall would be enlarged to over three times its current capacity.**
- **New lifts for step-free access between street level and trains.**
- **New escalators to serve the Northern line.**
- **New links to Central and Northern line platforms.**
- **New station entrances.**
- **Existing station entrances refurbished.**
- **'Hornes' entrance at the junction of Oxford Street and Tottenham Court Road widened.**

To improve safety:

- **Improved access for the emergency services.**
- **Means of evacuation at both ends of platforms.**
- **Improved monitoring and security within the station.**

To improve the environment:

- **Closure of Andrew Borde Street to traffic.**
- **Attractive new landscaping of the plaza in front of Centre Point.**
- **Pedestrian-friendly link between St Giles High Street, Seven Dials and Covent Garden, and improved pedestrian safety.**
- **Regeneration of the area surrounding the station.**

Area in front of Centre Point as it is today.

Working in partnership

In developing its scheme for upgrading Tottenham Court Road station, and the associated environmental improvements, London Underground is consulting and working in partnership with:

- **Local planning authorities.**
- **Local community and London Underground customers.**
- **Local property owners and other interested parties.**

It is essential that London Underground obtains best value for the taxpayer, and to this end, it has secured contributions towards the funding of these proposals from private sector developers who recognise the benefits of improved public transport.

Your support

The enlargement and modernisation of the existing Tottenham Court Road station is overdue and essential. However, during construction of the new station works, some disturbance and inconvenience to local residents and businesses, and to London Underground's customers, is inevitable with a project of this complexity.

Through a consultation programme, London Underground is committed to doing what it can to accommodate the concerns of those affected by its proposals, and to seek support for the project. Your support for the upgrade of Tottenham Court Road station would be welcomed.

Computer generated image of new ticket hall with stairs to plaza entrances.

The way forward

Before starting construction, London Underground will need to obtain authorisation to carry out the upgrade works. Planning permission and Listed Building Consent will be required; and London Underground is submitting the appropriate applications to the London Borough of Camden and the City of Westminster for their consideration.

London Underground will also seek powers to build the scheme under the Transport and Works Act 1992. An order will be submitted to the Secretary of State for the Environment, Transport and the Regions, who may direct that the proposals be examined at a public inquiry or hearing.

Timetable

The timetable below is a guide to how the Tottenham Court Road station upgrade proposals could progress:

Consultation on London Underground's proposals	**2000**
Planning applications submitted	**2000**
Transport and Works Act order submitted	**2000**
Public inquiry/hearing	**2000**
Decision by Secretary of State	**2001**
Start of construction	**2001**
Completion of Tottenham Court Road station upgrade	**2005**

Computer generated image of refurbished Oxford Street entrance.

If you require further information, or would like to comment on London Underground's proposals for upgrading Tottenham Court Road station, please contact:

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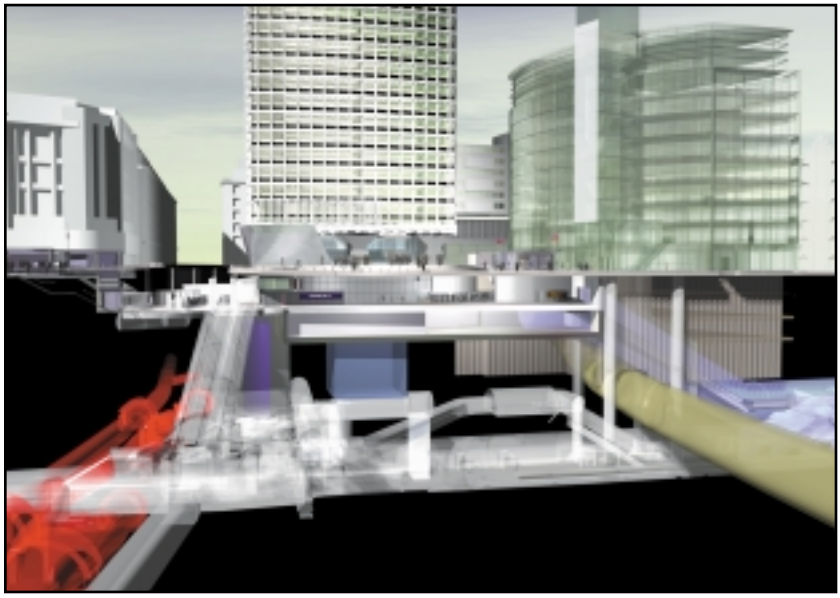

Computer generated cross-section of upgraded Tottenham Court Road station showing expanded ticket hall, escalators and station entrances.

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